



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #31 - Winter 2024

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2023 Black Mountain Officers

President: Mike Ostrom

Vice President: Ed King

Secretary: Debbie Ostrom

Treasurer: John Fucci

Activities Director: Bonita Reiter

Road/Safety Director: Mike Lehnus

Newsletter Editor: Debbie Ostrom

Web Director: John Fucci

Editor's Note

By Debbie Ostrom

Welcome to our 34-page Winter 2024 Newsletter. Thanks to all the contributors this month!

The motorcycle racing schedules are published for 2024! Jared Mees is poised to become one of the greatest racers ever, aboard his FTR750.

Custom Indians are showcased in this issue and Mike Lehnus provides a safety tip. Traci Miller provides an autobiography, and we feature several Rides and Events from various contributing authors! We wrap it up with Winter shots from the rest of the country, Odds & Ends, credits, upcoming activities and caption fun.

If you are new to our IMRG Tucson Black Mountain Family, please introduce yourself to the group through a Bio. Please share your ride experience through an article and a few photos. Your contributions continue to make this a nationally recognized publication.

Please send all submissions to: mdostrom@gmail.com



President's Corner

By Mike Ostrom

Congratulations to all the elected officers (see above) on being re-elected for the 2024 term! Thanks for serving!

Our annual Holiday Party was a blast on December 16th. Thanks to Teresa Squirrel Davidson for leading the White Elephant gift exchange.

Thanks to Mike Lehnus and the Road Captains that plan and lead rides and those that capture the memories through articles and pictures in this Newsletter.

Our Tucson Rundezvous 3 is April 10-14th! Hope to see all of you at Desert Diamond or on one of the rides!

A special welcome to new members. We've enjoyed meeting and riding with you. Everyone is welcome to join us! Just send an email: President@IMRGtucson.org

For rides and events see Facebook: **Indian Motorcycle Riders Group of Tucson, Black Mountain Chapter**
<https://www.facebook.com/groups/448704798634482>

Or our website: <https://www.imrgtucsonbmc.org/>

Look forward to seeing you on a ride or event soon.



Indian

Racing News

MOTORCYCLE RACING

SINCE 1901

AMERICAN FLAT TRACK



2024 PROVISIONAL SCHEDULE

RND	DATE	RACE	LOCATION
1	MAR 07	DAYTONA SHORT TRACK I	DAYTONA BEACH, FL
2	MAR 08	DAYTONA SHORT TRACK II	DAYTONA BEACH, FL
3	MAR 23	SENDIA SHORT TRACK	SENDIA, GA
4	APR 27	TEXAS HALF-MILE	FT. WORTH, TX
5	MAY 04	SILVER DOLLAR SHORT TRACK	CHICO, CA
6	MAY 11	VENTURA SHORT TRACK	VENTURA, CA
7	JUN 15	ORANGE COUNTY HALF-MILE	MIDDLETOWN, NY
8	JUN 22	BRIDGEPORT HALF-MILE	SWEDESBORO, NJ
9	JUN 29	LIMA HALF-MILE	LIMA, OH
10	JUL 06	DUQUOIN MILE	DU QUOIN, IL
11	JUL 28	PEORIA TT	PEORIA, IL
12	AUG 06	BLACK HILLS HALF-MILE	RAPID CITY, SD
13	AUG 10	TBA TT	TBA
14	AUG 31	SPRINGFIELD MILE I	SPRINGFIELD, IL
15	SEP 01	SPRINGFIELD MILE II	SPRINGFIELD, IL
16	EARLY SEPTEMBER 2024	TBA HALF-MILE	TBA

AMERICANFLATTRACK.COM



2024 Mission King Of The Baggers

March 7-9	Daytona International Speedway	Daytona Beach, FL
April 19-21	Michelin Raceway Road Atlanta	Braselton, GA
May 31-June 2	Road America	Elkhart Lake, WI
June 14-16	Brainerd International Raceway	Brainerd, MN
July 12-14	WeatherTech Raceway Laguna Seca	Monterey, CA
Aug. 16-18	Mid-Ohio Sports Car Course	Lexington, OH
Sept. 13-15	Circuit of The Americas	Austin, TX
Sept. 27-29	New Jersey Motorsports Park	Millville, NJ

News

2024 Indian Lineup and Brand Collaboration Announced

By Rider Magazine Staff-November 7, 2023

Indian Motorcycle has announced its 2024 model year lineup, as well as a brand collaboration with the popular American motocross brand 100%. As part of this collaboration, Indian is releasing a limited-edition FTR x 100% R Carbon. Other highlights of the 2024 Indian lineup include a new Indian Challenger Elite, a completely redesigned PowerBand Audio system, and color updates across the entire line.

“It’s amazing to think how far we’ve come in developing and expanding our lineup of motorcycles, delivering a wide range of new models and trim offerings in a variety of styles to meet the diverse tastes and needs of our global riding community,” said Mike Dougherty, president of Indian Motorcycle.



“We’ve received incredible rider feedback and continue to refine, enhance, and fine-tune our lineup and accessories based off this feedback.”

Indian’s newest addition to its Elite line, first introduced with the 2018 Chieftain Elite, is the 2024 Indian Challenger Elite. Like



other bikes in the Elite lineup, the Challenger Elite will be limited in production – only 325 units available worldwide – and feature premium options.

The first Challenger Elite, limited to 200 units, came out for 2022 and featured Stealth Gray and Black Metallic paint with Indy Red accents, inspired by American muscle cars. For the 2023 model year, Indian offered 150 units of the Challenger Elite in Sapphire Blue Smoke Paint with Black Smoke and Titanium Metallic Smoke accents.

The 2024 Challenger Elite will feature a custom-inspired Charcoal Candy paint scheme starting at \$38,499.

The Challenger Elite is still powered by the liquid-cooled PowerPlus 108ci V-Twin making a claimed 122 hp and 128 ft-lb of torque. Stopping power comes from Brembo 4-piston radial-mount calipers biting dual 320mm semi-floating discs up front and a 2-piston caliper and 298mm floating disc in the back. ABS is standard. Front suspension is provided by a 43mm inverted telescopic fork that offers 5.1 inches of travel, and in the back is a Fox monoshock with 4.5 inches of travel and electronically adjustable preload.



News

2024 Indian Lineup and Brand Collaboration Announced

Continued

Other premium features include Smart Lean Technology, an adaptive LED headlight, LED driving lights, an adjustable flare windscreen, rider and passenger Headdress footboards, heated grips, saddlebag lights, saddlebag closeouts, an all-new, custom-stitched seat for all-day riding comfort, and three selectable ride modes: Tour, Standard, and Sport.

The 2024 Challenger Elite also comes standard with Indian Motorcycle's all-new PowerBand Audio system completely redesigned for Indian baggers and touring models. The next-generation of the system features powerful sound, all-new styling, and factory-backed quality.



The system features four 100-watt speakers, two fairing speakers, and two saddlebag speakers. Each speaker touts UnderGlow lighting, which uses soft-white LED rings to accent speakers that are further highlighted by a chiseled, modern look with titanium-plated domes.

The speakers deliver an increase in volume and clarity over the standard 50-watt speakers, and the system's new Bass Boost Tune makes the music come alive with deeper bass responses, which result in 50% more bass when compared to previous PowerBand Audio offerings, according to Indian. New Dynamic EQ auto-optimizes for the highest quality audio as speed and conditions change. Speakers are durable, water-resistant, and designed to "cut through road, wind, and throttle noise to deliver an immersive listening experience." Select Indian Motorcycle baggers and touring models will be available straight off the dealership floor with PowerBand Audio pre-installed at the factory. The new PowerBand Audio system is also compatible with 2020-2024 models with seamless installation – no wire cutting, extra amps, or brackets are required.

Once installed, the bike's 7-inch touchscreen display, powered by Ride Command, automatically recognizes PowerBand Audio speakers and immediately upgrades the bike's audio menu, and riders receive a nine-band equalizer to fully customize settings and dial-in levels for any music genre. The Power Supply Temperature Protection actively monitors circuit temperature and adjusts to prevent internal damage or system shutdown in extreme heat conditions. The rugged design is water-resistant with an Ultra Coat sealing that provides protection from water, dirt, and debris. PowerBand Audio is designed and engineered in the U.S. and is backed by the factory warranty.



Riders can take their audio system up to 800 watts, including 200 watts in the upper fairing, 200 watts in the lower fairings, 200 watts in the saddlebags, and 200 watts in the touring trunk. Riders can also update their PowerBand Audio system in their 2020-2023 baggers and touring models with the Bass Boost Tune software upgrade at their local dealership. All 2024 motorcycles will come standard with the Bass Boost Tune, which will automatically come alive once PowerBand Audio speakers are installed.

News

2024 Indian Lineup and Brand Collaboration Announced

Continued

FTR x 100% R Carbon

Indian Motorcycle said the intent of the brand collaboration with 100% is to celebrate riders who dare to carve their own path.

“With 100% linked to iconic moments that have built today’s modern motocross and Indian Motorcycle’s celebrated 123-year history in motorcycling,” Indian reps said, “these two American brands have helped shape the rich fabric of motorcycling with their respective trailblazing spirits.”

Pulling styling cues from 100%’s roots in action sports, the FTR x 100% R Carbon has been designed for the performance-minded rider who wants to stand out from the crowd. The bike features a Blue Candy carbon fiber tank, headlight nacelle, seat cowl, and front fender. It has a bright white powdercoated frame, with gloss paint finishes and red accents throughout.



Built on Indian’s top-of-the-line FTR model, the R Carbon, the limited-edition FTR x 100% R Carbon is also powered by a liquid-cooled 73ci V-Twin making a claimed 120 hp and 87 ft-lb of torque. (Interestingly, Indian claims the FTR R Carbon makes 123 hp). It has radially mounted dual-disc Brembo monoblock brakes, a 4-inch touchscreen display powered by Ride Command with turn-by-turn navigation, Bluetooth connectivity, and three selectable ride modes: Rain, Standard, and

Sport.

This new limited-edition model features even more upgrades and details that set it apart. Indian Motorcycle and 100% co-branding highlight each tank side, the rear seat cowl, and the chin fairing. The fully adjustable Öhlins fork and rear shock get custom blacked-out treatment for “100% more attitude” along with a black-finished titanium Akrapovič exhaust. Carbon fiber components – engine covers, chain guard, and exhaust heat shield – add additional custom detailing, and Gilles Tooling parts, including bar-end weights, and the oil cap and radiator cap, complete the look.

The FTR x 100% R Carbon will start at \$18,999, with only 400 units available around the world.



IMRG Tucson Black Mountain

Tucson Runderzvous™ 3



INDIAN MOTORCYCLE
Tucson



BLACK MOUNTAIN

April 10-14, 2024

Ride the Old West in Spring!

Registration
Open!

Desert Diamond Casino & Hotel
7350 S Nogales Hwy, Tucson, AZ

(877) 777-4212 Rooms Only \$119 before 3/15/24

Free RV and Trailer Parking

Ride Mt. Lemmon, Tombstone and more

Charity Raffle Benefits

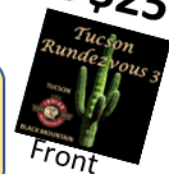


Banquet Saturday, 4/13/24 \$49

Everyone and All Brands Welcome!



Tee-Shirts \$25



Online Registration and ordering:

[Tucson Runderzvous™ \(imrgtucson.org\)](http://tucsonrunderzvous.com)

See more event details on Facebook: [Tucson Runderzvous](https://www.facebook.com/tucsonrunderzvous) | Facebook

Safety Corner

Know the Rules of the Road and be Prepared



by Dead Mike Lehnus, Road/Safety Director

Whether it's a quick trip to the corner market for a few things, or a two-week touring trip with friends, there are plenty of things you can do to ensure your motorcycle driving is safe and enjoyable.

It would be nice if the road was always smooth, and without bumps, but those bumps, potholes, breakdowns, lost

riding moments and more are out there. The best way to avoid trouble from these instances is to be prepared. You can also improve your own safety, as well as that of your passengers and vehicle, by not only following the laws and rules of the road, but also by knowing them

well and always practicing courteous and calm driving.

It is easy to get caught up in rushing yourself, as well as other motorists, when riding. It is important to remember that although you may be late, or another driver may have cut you off or otherwise disregarded the rules of the road, riding is no race or competition.

One of the biggest causes of accidents is vehicles following each other too close. The general rule of thumb for driving is two seconds, but it never hurts to extend the buffer between yourself and the vehicle or vehicles in front of you, especially on a motorcycle. This can also help you maintain a smoother ride that saves fuel and wear and tear on your bike. If you are constantly hitting the brakes, you are following too close.

Courteous driving also consists of allowing other motorists to merge into traffic by giving them the space to do so. Similarly, if you are merging, maintain a safe speed, but do your best to quickly accelerate to the flow of traffic.



BLACK MOUNTAIN

Facebook: Indian Motorcycle Riders Group of Tucson, Black Mountain

Mike Lehnus
Road/Safety Director
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www.imrgtucson.org



The Origin of Our Tucson Black Mountain Chapter Name

Reprinted from Arizona Daily Star, Oct 21, 2021

Lying just west of Interstate 10 near the far west end of Congress Street, "A" Mountain, more formally known as Sentinel Peak, stands as one of Tucson's most well-known natural landmarks. (It's the peak with the famous white "A" on its side.) In the valley below the 2,900-foot peak, the Hohokam people lived along the Santa Cruz River as far back as 1,220 years ago, according to the City of Tucson.

One Native American settlement was named Stjuk-shon, pronounced "shook-son," which roughly translates to "village at the foot of the black mountain." The mountain they were referring to is Sentinel Peak. When Spanish soldiers and explorers came to the region, they began pronouncing the settlement's name as "Took-son," leaving us with what is now Tucson, although the pronunciation has clearly changed since then.



Autobiography



Staci Miller

My passion for motorcycles started at a young age, and though my parents were not supportive (AT ALL) of my endeavor to ride, I promised myself I would someday own a bike. After high school, I raised twin girls, went to college, and started my career. My dream of riding continued to be put on hold.

In 2020, three months after the world shut down because of the pandemic, I took a motorcycle riding safety course. The following Monday, I drove to the Indian dealership in Sturgis, SD, to "look." And rode away with a 2020 Indian Scout. I have ridden every month since!

I love that my passion for riding has sparked some interest in my family, especially my Dad. He swears he will never own a motorcycle, but because I ride, he is more aware and is constantly on the watch for bikes while he drives. I have seven grandkids, and they all have a level of interest. When they visit, motorcycle rides are at the top of their "to-do" list.



I grew up in North Dakota, most recently lived in the Black Hills of South Dakota, and have lived in many other



states and Germany. This is my third time living in the Tucson area, and I love my new home in Green Valley. In addition to the IMRG – Tucson Black Mountain Chapter, I am a member of the Eagle Riders, Stiletto on Steel, and the Windsisters of Southern Arizona riding groups.



Rides and Events

Morning Star Cafe

By Molly Norman

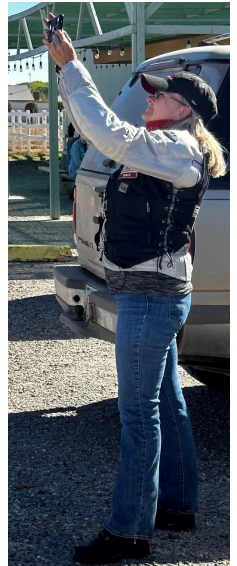


November for some areas means rain, snow, freezing temperatures, but here in Arizona, it's a perfect time for a motorcycle ride. Our mornings are a little chilly and with a couple of layers the ride is nice and toasty. But as our fall season goes, the temps warm up and by afternoon, those layers are put in the saddlebag and the ride goes on; that was how



our November 4th ride to Morning Star Café in Palminas, Arizona started.

Our meetup location was at the Roadrunner Market at the corner of Houghton and Sahuarita



ta, where we gassed up and grabbed a cup of coffee, energy drink, whatever got the body warmed up. We had a nice turn out of 11 riders and would be picking up another rider at the Mustang Corners on our way South. After a brief pre-ride meeting, we saddled up with Molly Norman as Road Captain and Ed King as Sweep. (prior to heading out, Molly and Ed made sure their Coms were connected so that communications could be made during the ride.)

We took Sahuarita Rd to Hwy 83 and headed south, cruising along at a steady speed, enjoying the southwest scenery and ranches along the way

to Sonoita, noting that there was a Cowboy Festival going on at Empire Ranch . . . if only there was more time. We headed west onto Hwy 82 and continued the meander on the open highway until we reached Hwy 90 where we stopped to meet up with Terri Deppa at Mustang Corners and a little rest. After a few introductions, tank top-offs and bathroom breaks, we headed back onto Hwy 90, heading south through Sierra Vista. I knew we had several lights to go through and communications between Road Captain and Sweep worked out well to make sure we stayed together or if we got separated, we slowed until the 2nd group caught up – which only happened once through all the lights. The luck of the Irish was with us as we made all the lights except one as a group. We continued through Hereford and then Palminas, arriving at the Morning Star Café. Everyone came in smoothly, despite the dirt/gravel/rocky parking lot, which was big enough for our group.



Rides and Events

Morning Star Café (continued)



I had made reservations the night before, which I'm glad I did because the place was packed. As with what seems to be common in the service industry, they were short staffed and so we had a bit of a wait on both the server and the food but finally everyone got their food. A little treat while we were eating was a solo entertainer, Timothy Dick, who sang a variety of classic country and rock and roll songs accompanied by his

guitar. Apparently, he plays every Saturday from 11am to 1pm, in case you are ever down that way.

After everyone had their fill and paid their bill, we all geared up and said good-byes to Mike and Anita as they were heading back home. The rest of us continued on to Bisbee where Molly took the group through Bisbee and for those that have never been, a small sight tour of the eclectic buildings and homes that line the narrow streets of Tombstone Canyon. We connected back onto Hwy 80, going through Mule Pass Tunnel, which is always fun on a bike with loud pipes. Our ride continued until Hwy 90 where we headed back towards Sierra Vista, once again riding through the beautiful San Pedro Valley.



Once we got into Sierra Vista, the group parted ways where some went to Cochise Motorsports to check out bikes, Side-by-Sides, and gear, some headed to Sonoita to visit the Copper Brothel, some to Green Valley, and some to



the Tucson area. Another enjoyable day and ride with IMRG, Black Mountain Chapter.



Rides and Events

Rocky Point Rally Puerto Peñasco

By eD King

It all began as it always does, the Thursday of the event our group of riders and passengers met at the QT on Ajo Way. When Tim Crandell, our leader and Tory his steadfast chase truck driver, arrived the introductions and the ever so popular “I haven’t seen you since last year” phrases flew as we all made sure we had everything we needed to begin our trip to the Rocky Point Rally.

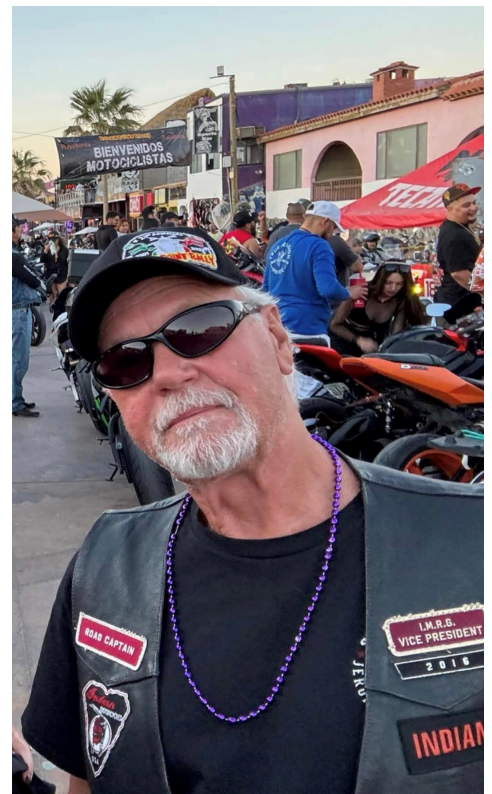
This year we began with 11 riders 3 passengers 10 bikes and one chase truck. Unfortunately during our trek one of our riders, Mike Griffio and his passenger Melva Morrow got caught up in some uneven pavement along Ajo Way AZ 86 and lost control. Mike endured some broken ribs and other minor injuries, Melva was scraped and bruised but had no broken bones. Fortunately no one else was involved, so after getting Mike off to the hospital for 5 days, we continued our journey - all a little less enthusiastic but still anxious for our weekend adventure at the rally.



We made our usual stops to get gasoline at “Why Not” where we encountered dozens of other bikers and some trailers for those who do not ride their bikes to the rally. After getting hydrated and eating some good but not good for you road food we headed out toward the border.

The Lukeville / Sonoyta border crossing was busy but moved along well with us getting through in a mostly uneventful fashion. Tory, our chase truck driver was pulled aside and inspected but even with that we were on our way in short order. We stopped again at the registration area which is also the Barclin’s Pemex gas station just north of town (the one near the bridge), on the highway between Sonoyta and Puerto Peñasco. Registration fee \$25 in advance \$30 the day of the event is

a donation to a number of charity organizations that benefit from this event. Registration packet included Official Rally Pin and Patch, official Rocky Point Rally items from sponsors, Rocky Point Rally Calendar and map, Pirate ship pass and a great hat with the rally patch for 2023.



Rides and Events

Rocky Point Rally Puerto Peñasco (continued)



Once we arrived at Vina Del Mar (our hotel) the usual chaos ensued getting checked into our rooms and unpacking the chase truck and our overloaded bikes and trikes. Soon though, we were enjoying our first cocktail and discussing where to go first. The Malecon beckoned, offering a display of bikes, shopping delights, and the promise of an unforgettable time. With the bikes all safely locked down at the hotel the partying began. Please use your imagination here. "What goes on in Rocky Point stays in Rocky Point."

The Kick Off Event was to be at Banditos with three bands and drink specials. Manny's, Colin's Cantina and Borracho Cantina also had live music and drink specials. Not sure where everyone went but there was no shortage of things to do and places to go. If you did not have a good time it was your own fault.

Friday morning the whole group licked their wounds from the night before and headed out for breakfast at Manny's. A hearty breakfast, good music and a couple "hair of dogs" and we were ready to take on the day. Some went on



to JJ's and Wrecked at the Reef to commence the party spirit, others meandered

back to the hotel to rest up for Friday night's events - more partying and more music at even more venues.

During the day on Friday there was also a Charity Poker Run, a desert ride and a Pirate Boat Cruise. That afternoon I, and some of our crew, went to the All Female Ride-In Bike show featuring the Margarita Mermaids where they crowned a new Queen for 2023 and awarded some prizes for the extremely blingy bikes they ride. It is a sight to see - all those sequins and glitter on those gorgeous bikes. I tried to become an honorary Mermaid but was soundly rejected - not enough bling on my bike I guess.



Rides and Events

Rocky Point Rally Puerto Peñasco (continued)

Saturday is the big day of the event; when it gets really loud and noisy. The day starts with a bike show at the City Hall parking lot and some professional bike stunts across the street. After that, awards are presented just before the BIKE PARADE that begins at noon. This parade turns into an all day marathon of bikes riding around and around past the Malecon. Burnouts abound as the crowd cheers the riders and throws Mardi Gras beads to encourage even more fun behavior.

Our group (thanks to Tim Crandell) secured a balcony above Shark Bites Cantina so we too could participate in all the fun. Tim and Tory supplied ample Mardi Gras beads so we could all get rowdy and drink voluminous amounts of beer and cocktails while encouraging others to perform in the streets. Disclaimer is applicable again here: "What goes on in Rocky Point stays in Rocky Point."



Rocky Point Rally

Sunday, with its bike blessings and ongoing festivities, marked the rally's wind-down. Many things were still available at the various vendors such as bottomless mimosas at Colin's Cantina and music throughout the day at many locations. Our crew decided it was time to pack up and be on our way home.

We departed in two groups, one left relatively early, the other not until late morning. The ride back was routine and uneventful, no crashes just some stops for gas and to stretch our legs. All our crew were checked in at home by early evening and got to sleep in their own beds with visions of next years' rally rumbling through our heads.

Till next year, eD the wanna-be Mermaid.



Rides and Events

Indian Demo Days

By Mike Ostrom

Tuesday and Wednesday may not be the best days to hold Indian demo rides, but sometimes you have to take what you get. Mid-November is certainly the right time of year to bring out potential buyers in Tucson after a long and hot summer, however. And there was a pretty good crowd of test riders for the event. Our IMRG Chapter set up a table in the shade to recruit new members. Ed King created some nice posters and several members volunteered to man the table



during the two-day event from 9 AM to 4 PM. Special thanks to Randy Seavy, our SW Regional Coordinator, for hanging both full days! We signed up at least one new member.

My brother-in-law, Ron, and I showed up Tuesday afternoon after getting back from Rocky Point. Ron jumped on the Scout and I took the new FTR Carbon for a spin. The Scout ergos didn't agree with Ron. He felt like he was folded in two with the forward bars and footpegs.

We both liked the FTR Carbon with Ohlins suspension and the new 17" wheels front and back. The bike was set to Sport mode and there was no reason to change it. That Ohlins suspension soaked up all the bumps on Prince better than most bikes in sport mode. The 120 hp on tap was a blast even though the test loop only provides a mile-long sprint on I-10, where I briefly saw 80 MPH. The one



round TFT display manages to provide all the information you need in a clean package. The FTR Carbon is definitely on the wish list.



Rides and Events

Indian Demo Days (continued)



For the second round, I jumped on the Sport Chief, featuring a 116" motor and a sport fairing that is slowly growing on me. Indian put the new Chiefs on a diet and the weight savings is noticeable. Again, with the limited ability to open it up on a test ride, the bike's 116 ci motor seemed to be chomping at the bit when I yo-yo'd a little behind our lead escort. I was skeptical that the 3" of rear suspension travel would provide adequate comfort on some of Tucson's worst roads, but I came away impressed. They did a good job striking a balance between a low slammed look and a compliant ride. Kudos! It falls short of the ride the original Chief provides with its full 5 inches of travel, but not by much!



Pat had all the bikes looking good and the big cruisers seem popular. The on-off throttle issues that caused at least one couple to take a spill exiting the lot, seem to be remedied on the Roadmaster and Challenger this year, or the mode was dialed back for the test-riding public. In any case the mid-week demo seemed a moderate success.



Rides and Events

Scooter Karma and Paying it Forward

By Mike Ostrom

I have been riding regular motorcycles for over 50 years but never owned a scooter. My casual interest in scooters became more serious when I saw some big guys, like me, riding them and showing up at Bike-Nights and other events. I thought it was so cool!

I tried ordering a 168cc Chinese knock-off of the Honda Click from Amazon with a \$699 price that seemed too good to be true, and it was. With, For a Few CC's More V Scooter Rally rapidly approaching, I started checking the online ads and saw a 2010 Piaggio MP3, three-wheeled, leaning scooter advertised in Hereford, AZ. I had always liked the engineering that went into the design and had even test rode one about 15 years ago, but never pulled the trigger on one.

I rode my Moto Guzzi motorcycle almost 2 hours from Oro Valley, AZ to see the MP3 scooter. Marilyn's dog greeted me as I pulled in back by the garage. She soon followed and remarked that her late husband loved Moto Guzzi's and BMW's and that he was a mechanic. I mentioned that I was as well. We seemed to have an immediate connection, through her late husband, John.

I checked out the scooter and it was clear that the, "minor cosmetic imperfections", mentioned in the ad, were the result of a major collision. The front subframe that supports the front fairing, headlights and dash had been hit from the side and was about 3 or 4 inches off center! I checked the front steering and tilting assembly of the two front wheels and didn't see any structural damage, but some plastic attached to that bent subframe was close to the right wheel. I decided to take



it for a test ride. The twist-n-go trike seemed to track true and lean modestly from side to side okay, but I wasn't comfortable with no tank to squeeze between my knees! I was still skeptical about other potential damage I couldn't see.

I got back and told Marilyn I wasn't going to make any offer on the MP3. She looked crestfallen, not just disappointed. I suspected I was the only person to come look at the rare, unconventional scoot in the 3+ weeks it had been listed. She said, "Not at any price? It would make a good project bike." I said, "Sorry, I already have two projects in the works. No thank you." She said, "How about I give it to you for free? It's taking up space in my garage and I just want it gone."

Rides and Events

Good Karma and Paying it Forward (continued)

Hmm...Free wrecked scooter and I help out a recently widowed lady...Okay I'll take it. I made arrangements to pick it up the following day. She also had a collection of motorcycle gear and specialized tools that her husband had collected over the years. I spent time going through tool cabinets and boxes explaining what she had inherited, before I mounted the Guzzi to head home.

The low fuel light soon appeared, so I planned to fuel up but realized I didn't have my wallet with me! Uh-oh, I'd have try to limp home on fumes! It didn't work. I came to a halt 20 miles from home and was exploring options when a guy pulled up and asked what was wrong. When I told him I was out of gas, he said he wanted to help me and would bring me back some gas.

About 20 minutes later he showed up with a one-gallon container full of gas. Wow! I said you're not gonna believe this, but I don't have my wallet. I do have my phone and I'd like to Venmo you the money. He started shaking his head and said, "No, absolutely not. I just hope someone will help me when I need it". I said, "You know I always stop to help people. Maybe this is just Kar-



ma." He just smiled. I said, "At least let me buy you a beer." "No thanks." And off he went. I couldn't believe my good fortune. The gallon of gas was more than enough to get me home. Free scooter and free gas in one day! Unbelievable!

Rides and Events

Good Karma and Paying it Forward (continued)



The next day I picked up the free MP3 and rode it home without incident. My gear-head brother-in-law, Ron, was visiting for a week from Cleveland. He helped me take a first cut at straightening the subframe and bolting up the fairing outer plastic panels. We muscled it in the right direction, but didn't completely remedy an interference issue. The right wheel rubs an inner fairing when leaning to the left about 30 degrees or so.

In a couple of cases, Ron and I used tie wraps where wire-nut tabs had broken off and stitched her up as best we could. It wasn't pretty but it was still the best gift ever! I took it for a road test and deemed it roadworthy at less than 30 degrees lean! Ron and his girlfriend Caryn rode it the next day to On Any Moto, a local scooter dealer, as part of the, For a Few CC's More V Scooter Rally in Tucson!

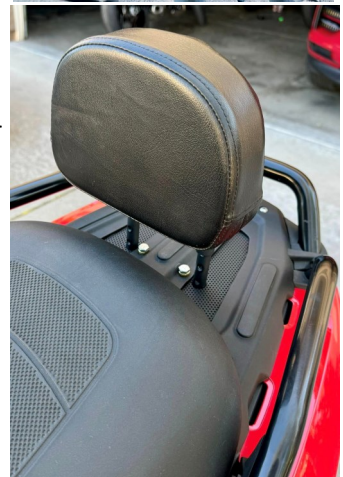
That night I started thinking about the Good Samaritan that brought me gas and how Karma has a way of making things right. It seemed it was time for me to Pay-it-Forward, so I wrote to Marilyn and told her I was mailing her a check for \$1,000. She responded, "Who does that?" and thanked me. I attached a

note to the check thanking her again and commented, "I think John is smiling down on us."

In the weeks since, I've continued to work on the MP3, and still need to straighten the front sub frame some more. I added a makeshift backrest to it so my wife, Debbie, could ride on



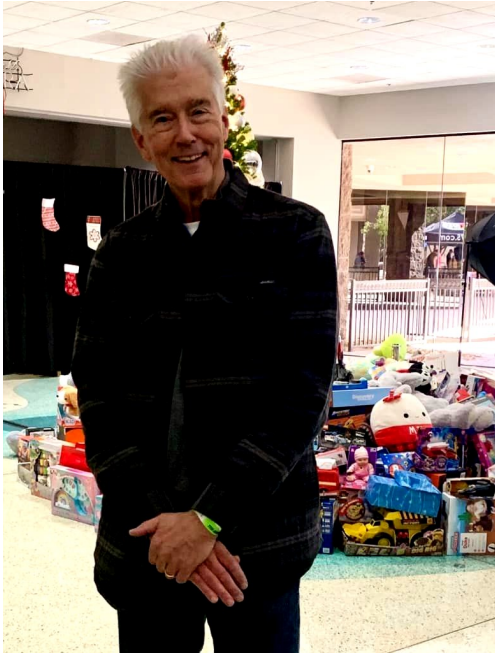
the back comfortably. I installed LED headlights and heated grips for cold winter mornings and figured out how to change the display, including the odometer, from kilometers to miles and ambient temperature from C to F degrees. I am having an absolute blast on the thing! The original tires were manufactured in 2009 and the oil is at least 13 years old, so still more to do, but it's the best \$1,000 I ever paid...forward!



Rides and Events

11th Annual Renegade Classics Santa Claus Toy Run

By Mike Ostrom



It was 39 degrees when eD King left Green Valley on the last Sunday of November for the meetup at Renegade Classics. Fortunately, sunny clear skies warmed things up quickly. By the time Debbie and I arrived at 9:50 AM, we were ready to shed a layer or at least lose our neck gaiters. This annual toy run is probably Tucson's largest. This year, Renegade Classics owner, Allen said the cold morning kept a few riders at home, with *only* 700 registered riders. One year he had 820 show up.

It's great seeing old friends, some of whom I only see at this event. The hot coffee and donuts are much appreciated behind Renegade. It's a good chance to socialize and



checkout the decorated bikes before hitting the road. Mike and Anita Lehnus volunteered to direct traffic and allow groups of bikes to turn on



to busy Speedway Blvd. Allen promised each of them a \$50 gift card for their efforts.

After the annual herding of the cats, our group of 8 bikes headed out around 10:20 AM. Traffic was unusually light on Speedway and we made good time to Gates Pass, where we followed another bike and a little traffic. It had turned into a beautiful day. We took the scenic route past San Xavier Mission then hopped on I-19 down to Duval Mine Road and the Desert Diamond Casino in Sahuarita. The parking lot looked unusually sparse, as some folks were waiting for it to warm up some more. After a long and hot summer, Tucsonans needed to reacclimate to the cold. Snowbirds were loving it.


Rides and Events

11th Annual Renegade Classics Santa Claus Toy Run (continued)

Indian Motorcycle Tucson is a co-sponsor of the event and had their tent set up in the pavilion with TJ Moose Johnson, Sleigh-red Roadmaster parked in front. We all stopped by to say hi on the way in to drop off our toys for disadvantaged kids in the area. The Salvation Army does the collection and distribution every year.

This year the long buffet was moved to a hall adjacent to the main auditorium and was pretty good. They also had a quieter meeting room set up close by with video and music by Sunset Red. The lead vocalist had quite a range and actually rides with the Brothers of the Third Wheel from time to time, according to BTW CEO, Alex Ross. Some of the girls got up and danced after eating.



We took some pictures and talked as the band took a break then many of us headed out to enjoy a beautiful afternoon that had warmed to the 70's. I had thrown my jacket over the seat and the plastic zipper melted on a hot exhaust pipe, so Debbie kept my jacket from flapping in the wind on the freeway. 



Rides and Events

Breakfast/Brunch Rides

By Mike Ostrom

One of the things I look forward to every week is a breakfast ride, or when it's colder in the morning a brunch ride. Before I retired, I could only join the Thursday breakfast Club when I was on holiday or vacation. It was only a couple of times a year. Now, I make it almost every week to one of the breakfast rides. There's one on Wednesday that Harold Atterberry usually organizes and the original Thursday ride is now organized by former IMRG Tucson VP, Dean Hurt. Of the original founders from decades ago, we still see Mark Stratton, Charlie Broder and Warner Wettestad occasionally. Facebook page founder Brian Bender and charter member, Lee Hop, are Riding In Peace in the great beyond and Dennis Morse is in Howard City, Michigan. Julio Alvarado still rides but hasn't joined us in awhile.



Both the groups continue to grow and it's not unusual to have over 12 people on a given ride. We have had over 20 people! Group size generally grows when our snow-bird friends are in town. It can mean slow service at some of the Mom & Pop places we visit, but we enjoy the company while we wait. Some folks ride with both groups and often in the same week. After all, breakfast is the most important meal of the day.



I usually ride ahead and snap some action shots of the group riding by. For the last Thursday ride in November, eD King led us to Colossal Cave before continuing on to Rancho Rustico for brunch. It was nice to have a scenic destination as well as a scenic ride before chowing down.

Rides and Events

Breakfast/Brunch Rides

We have hit many restaurants around Tucson and most in Green Valley, but we are always looking for new places to try out. We generally like to arrive within an hour because



people get hungry. We leave earlier in the summer to beat the heat and later in the winter so it heats up a little first. You can search on Facebook for the groups and meetup locations and times each week throughout the year.



Rides and Events

Sun Riders Toy Run

By Mike Ostrom



The Sun Riders claim to sponsor Tucson's "largest original Toy Parade in Pima county." I've never heard anybody dispute it was the oldest and it does seem to be one of the largest, eclipsed only by Renegade Classic's annual event. Held on December 10th, weather can affect turnout, but clear skies and a bright sun

warmed things up nicely by the time the escorted parade procession left the Thunder Mountain Moose lodge parking lot at 2442 S. Harrison Road at noon sharp.



Registration was from 8:00—11:30 AM and cost was \$20.00 rider / \$5 passenger. Everyone was to bring

a toy, which were collected at the Moose Lodge and at the Sun Riders MC, clubhouse, 7251. S. Cardinal Ave., our final destination.

It's difficult to estimate the number of participants but I'd guess a couple hundred bikes were in-

involved. It took a good 5 minutes for the bikes to roll out behind "Santa's sleighs." These parades are always a mixed bag of bikes and riders. Some guys ride next to another bike in the same lane, while most others stagger the formation. The escort bikes play a game of leapfrog in the left lane next to the procession, blocking each intersection along the route.



Rides and Events

Sun Riders Toy Run (continued)



An escort will park his bike, with red and blue lights flashing, in the right track of the left lane, right next to the parade lane, allowing other escorts to zoom by, to the next intersection, in the left track. This year a guy wandered out of the parade lane and clipped an escort bike parked at an intersection, sending both to the pavement on Golf Links. Nobody seemed seriously hurt as we rode by the scene, but there was some plastic debris we avoided by moving over a lane.

The rest of the ride was uneventful. At the Sun Riders Clubhouse there was live music from Tucson's own Drop D and plenty of vendors. Proceeds from raffle items and a 50-50 drawing benefited military families stationed at Davis Monthan AFB.



Rides and Events

9th Annual Black Mountain Holiday Party

By Mike Ostrom

We returned to the Desert Diamond Hotel and Resort for our 9th annual Holiday Party on December 16, 2023. We had a total of 30 people show up after Shon and Linda Lowry had to mind their property in Sturgis and Manny and Stella Frias had a death in the family just before the event. We missed them and raised a glass to them at the party.

About half of the attendees took advantage of the \$99 hotel room offer, checking in a couple hours before the banquet and getting a jump start on the celebration! Mike and Anita Lehnus even hit the Hot Tub before dressing in their matching island Indian shirts. Debbie had a bottle of wine opened by the time I was done parking the car!



Debbie also greeted the guests and checked them into the banquet. Each attendee got a brand new IMRG Tucson



Black Mountain Poker Chip in \$100 Black. Actual cash value went from \$1 to \$5 on the black market (pun) when it was discovered it look very similar to a free drink token accepted at the cash bar that opened at 5 PM-ish. Much merriment ensued.

Rides and Events

9th Annual Black Mountain Holiday Party (continued)



Everyone had arrived by the time the buffet opened at 6 PM, except Jerica and Erik Bezila, who had to work selling Indian Motorcycles beforehand. They showed up just as table two was dishing up. The buffet got rave reviews, featuring Turkey, Ham and Salmon, salads, sides and a nice assort-

ment of desserts, which Debbie and I shared.

After dinner I made a few comments, congratulating the officers on being re-elected to another term and thanking them for



their service. I thanked the Road Captains and volunteers who make it fun for the rest of us. When Erik stepped back in the room I thanked him and the entire staff at Indian Motorcycle Tucson for their ongoing support. Last but not least, I thanked everyone for participating in our rides and events. It's what makes our group so special. VP, eD King, made a few comments, thanking everyone and encouraging their continued contributions.

Rides and Events

9th Annual Black Mountain Holiday Party (continued)



After spending a couple hours earlier in the day at the dealer with Moose "Santa" Johnson, Teresa "Squirrel" Davidson then took the lead on the White Elephant gift exchange. We had 23 participants this time around. We got off to a slow start, the Grinches in the crowd start pilfering other's presents. Like every year, not all gifts are created equal. There were



crowd favorites that had two temporary owners before landing in their third and final forever home. Others, like Tom Johnson's Dog Turd Hide-a-Key gift, turned out to be a one-owner keeper!

In the case of the Hornitos Tequila that eD stole, "forever" meant about an hour, as he promptly opened it and invited everyone to partake in some season's cheer. A hotel server reminded us that we weren't allowed to dispense our own alcohol in the room, so we finished the last

quarter of the bottle on the patio, huddled around a propane firepit. Tom even warmed his gift in the interest of making it more realistic, but still couldn't give that shit away. It did provide many laughs until eventually that shit got old...see what I mean?



Rides and Events

9th Annual Black Mountain Holiday Party (continued)

It was nice having a room a few steps away. Those that did kept the party going into the night. The next morning some folks were dealing with the effects of having "tee much two-quila". A cook at the Desert Diamond Grill turned me on to free coffee in the Poker Room next door, which was a Godsend. The coffee provided in the room tasted like Lime-away. Some folks got together for breakfast and we stopped at IHOP on the way home and reminisced about a another great party!



Rides and Events

New Year Rides Through the Foothills to Kitt Peak

By Mike Ostrom

We are proud of our traditions. One is to ride your bike on January 1st. What better way to kick off the New Year? When we lived in Wichita, Kansas, The Beechcraft Drifters called it the Polar Bear ride. One year it was 17 degrees at KSU and only one other rider, Jason, joined me on two wheels for a ride across town for a hot cup of coffee and brunch. In Tucson it's not usually that cold, so we make up for it by riding up Mt Lemmon or this year up Kitt Peak!

There were actually three rides scheduled on the first day of 2024. The SEAT group was doing their annual ride up Mt Lemmon at 9:30 AM, about the same time the Sky Island Scooter club was headed to the Foothills and a ride down Old



Spanish Trail to Colossal Cave. eD King scheduled a ride up Kitt Peak that left at 11:30 AM. Hmm...maybe I could do two rides to start the new year?

Because I've ridden with SEAT group several times, but never the Scooter group, I decided to join them on my three-wheeled leaning Piaggio MP3 500. The other three guys that showed up were also on "Big" Scooters for our ride through the Foothill neighborhoods to Agua Caliente Re-

gional Park on the far northeast side for a break. We kinda lost track of time, and it was 11:05 AM when we headed to Old Spanish Trail. I didn't have a GPS or phone, but I needed to make my way to the meetup at Ajo (AZ 86) and Kinney Road the quickest way possible. In any case, I was sure to miss the KSU at 11:30 on the southside of town. It was 11:20 when I finally reached I-10 at Houghton. Oh, and I needed gas before going all the way up Kitt Peak and back. The little scooter gets 60 MPG on a typical scooter ride, but not at 70 MPH blazing up AZ 86 and climbing a mountain!



Rides and Events

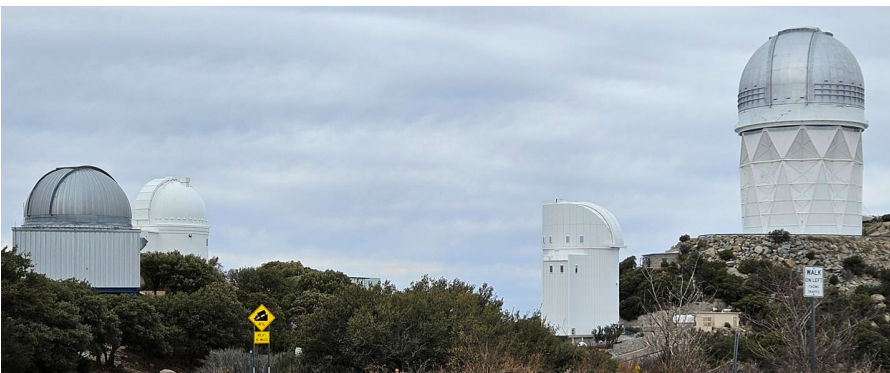
New Year Rides Through the Foothills to Kitt Peak (continued)



I was about 10 minutes late when I passed the meetup with a gallon left of the 3.1 gallons the MP3 holds. After filling up I resigned myself to the fact I probably wouldn't see the gang until the top of Kitt Peak. I had a ball, leaning

the MP3 over on the way up Kitt Peak, at least to the right! The wheel still rubs the under fairing if I lean too far to the left, which I managed to do a couple of times in my over exuberance. The temperature dropped about 15 degrees into the 40's by the top. The heated grips I installed came in handy!

The gang was off their bikes and taking pictures when I rolled up. Apparently Dean had led the ride the ride on his new Goldwing 2-wheeler with DCT (automatic)



transmission, but Mark Grosvenor had led the way up the hill on his new KTM Super Duke and shot a video of the others arriving up top. Some folks found themselves under dressed for the occasion and sought refuge in the heated restrooms.

People were cold and hungry so we soon headed back down the mountain. I jumped out front and Mark followed with Dean and

the group not far behind. Mark and I waited at the bottom of the hill for everyone before pulling out on the highway for the ride to Tiny's Saloon across from the meetup. Bill and Stephanie Mountain were already there and eventually everyone else made it. It had warmed up to 68 and a cold beer sounded good. They do a great job on their burgers and John Fucci ordered some onion rings to share while we waited for our food. It was a great way to start a new year of adventures and maybe a new tradition of two on the first!



Rides and Events

Mi Pueblito Brunch and San Manuel Loop

By Mike Ostrom

We had had a little bit of a cold spell in January with a couple of winter storms blowing across the country. As I sat defrosting after one chilly ride, I checked the long-term weather forecast. It looked like we could get lucky with a relatively warm and dry day on Saturday January 20th, so I took a chance and posted a ride to Mi Pueblito in Mammoth, departing Catalina at 11:30 AM.

It was one of the warmest mornings of the whole month, thanks to a nice blanket of clouds holding in the heat, and it was already in the mid-sixties at 11:40 AM as I led three of us north on AZ 77 aboard Tucson's First Chief. We waited ten minutes for a couple of riders who had responded that they were going. Jerry Gilbert rode over from Rita Ranch on his BLU 17 Concours and Phil Easy Reiter pulled his Ol' Dusty Goldwing out of the shed to ride sweep.

Traffic was light and moving well. I was able to lock in cruise at 63 MPH, after we passed the AZ 79 junction, for most of the ride to Mammoth. I always enjoy twisting the wick a little bit on the downhill sweepers

north of Oracle and so did Jerry and Phil on this overcast day.

It was already past noon when we walked in to the restaurant and we were the first ones in the place. Talk about beating the lunch rush! I had their Southwest Skillet with Chorizo and rye toast that had been baked in the attached Bakery. It was delicious!

After brunch I tried to call Parrish Traweek, proprietor of JWW Motorcycle Museum in San Manuel, but didn't get an answer. He has been known to open up the museum for one guy (me), when he spotted me in the neighborhood. His wife waited patiently as we talked bikes, and I apologized repeatedly, for a half hour.

We still did the San Manuel loop up through Oracle on the way home. It was a nice little diversion from droning on AZ 77 the whole way. Jerry split off on AZ 79 to Park Link for his ride back to the east side of town. Phil and I parted ways at Tangerine. The Big Chief said it was 73 degrees as I opened the garage door with a smile on my face.



Winter Beyond Tucson



**WHEN THE ROAD CAPTAIN
TAKES THE WRONG TURN**



Oh the humanity

Odds & Ends

I'd rather look back on life and say,
"I can't believe I did that!"



Instead of saying,
"I sure wish I'd done that."



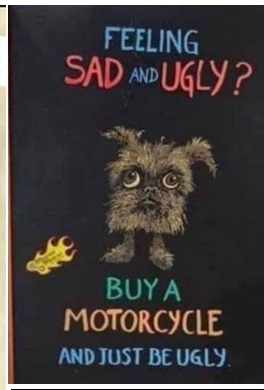
"I did want a heart, but I decided
a motorcycle would be a lot
cooler. Besides, now I can give
you a ride back to Kansas



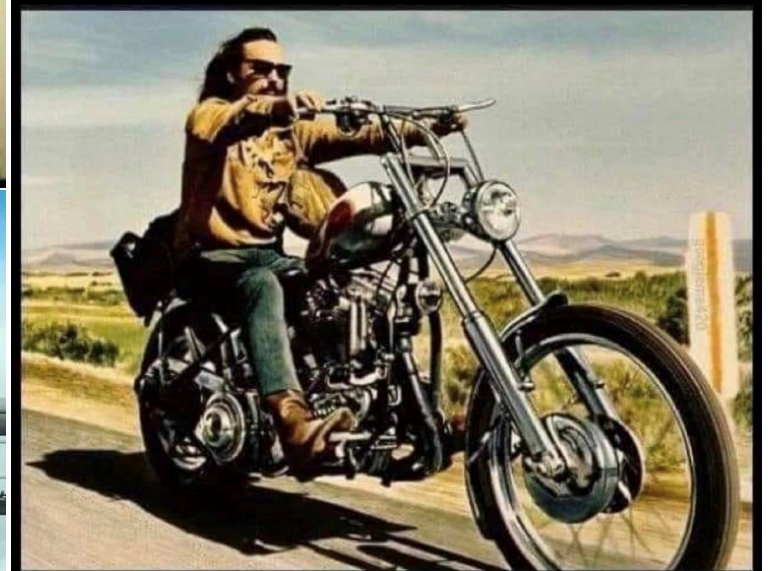
I SOLD YOUR MOTORCYCLE



NOW WE CAN SPEND MORE TIME
TOGETHER



I DON'T RUN WITH THE
YOUNG HIP CROWD..



I RUN WITH THE HIP & KNEE
REPLACEMENT CROWD!



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom	Mike Ostrom
John Fucci	Molly Norman
Mike Lehnus	eD King
Staci Miller	Rider Magazine Staff



Amusing captions submitted for this picture:

"If the Flying Wallendas rode"
"Why do they call it Suicide Shift again?"
"I wish you'd get a passenger seat"



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdostrom@gmail.com

The best will be featured in the next newsletter.



Upcoming Events:

- River Bottom Grill, Feb 4, Noon, Valero in Catalina RC: Mike Ostrom
- Sweetheart ride to Cocopah Resort Yuma. Feb 10 RC: Mike Lehnus
- Feb 17, 8-10 AM, Tucson Bikes and Coffee, Whiskey Roads, Ina Rd.
- Feb 25 Membership meeting TBD (see Facebook)
- Tucson Rundezvous 3, April 10-14
- ASDB Poker Run and Shooters party April 13, Registration 9-11 AM Arizona School for Deaf and Blind, Speedway



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